

**CLAIM SUMMARY DOCUMENT**

1. (Canceled)
2. (Currently Amended): ~~Brake~~ The brake application system according to Claim 123, ~~characterized in that~~ wherein the combined device (1, 2) for the emergency release and auxiliary release of the brake is integrated in a wear adjuster having a helical gear (2), ~~which is constructed as a pull or plunger rod adjuster (1) and which, as, the helical gear has the screw connection parts, has which include a threaded spindle (4) and a nut (8) which can be screwed on this threaded spindle (4), and at least one of the screw connection parts (8) being~~ is electrically actuated for the emergency and auxiliary release of the brake.
3. (Currently Amended): ~~Brake~~ The brake application system according to Claim 2, ~~characterized in that~~ wherein the one screw connection part (8) of the helical gear (2) for the emergency and auxiliary release is rotationally actuated by the common electric drive unit (12).
4. (Currently Amended): ~~Brake~~ The brake application system according to Claim 3, ~~characterized in that~~ wherein the other screw connection part (4) of the helical gear (2) for the wear adjustment is rotationally actuated by another electric drive unit (10).
5. (Currently Amended): ~~Brake~~ The brake application system according to Claim 4, ~~characterized in that~~ wherein, at least during the actuating of the other screw connection part (4) in one rotating direction for the wear adjustment, the one screw connection part (8) is held in a non-rotatable manner.
6. (Currently Amended): ~~Brake~~ The brake application system according to Claim 5, ~~characterized in that~~ wherein the one screw connection part (8) is coupled with the common electric drive unit (12) ~~by means of an unlockable free wheel (74) which, on the one hand,~~ and the unlockable free wheel permits a rotation of the one

screw connection part (8) by ~~means of the~~ common electric drive unit (112) in one direction for the wear adjustment and, ~~on the other hand,~~ is constructed for blocking this rotation if it not caused by the common electric drive unit (112).

7. (Currently Amended): ~~Brake~~ The brake application system according to Claim 6 4, ~~characterized in that the~~ wherein the another electric drive unit (10) of the other screw connection part (4) is actuated independently of the common electric drive unit (112) of the one screw connection part (8).

8. (Currently Amended): ~~Brake~~ The brake application system according to Claim 7 4, ~~characterized in that~~ wherein the common electric drive unit (112) of the one screw connection part (8) contains an electric motor (114) with a gearing (116, 118) on the output side, whose gearing output is rotationally coupled with the one screw connection part (8).

9. (Currently Amended): ~~Brake~~ The brake application system according to Claim 8, ~~characterized in that~~ wherein the one screw connection part (8) is coupled by ~~way of a sliding-slip~~ clutch (70) with the common electric drive unit (112) and has an application surface (68) for the application of a rotating tool.

10. (Currently Amended): ~~Brake~~ The brake application system according to Claim 9 6, ~~characterized in that~~ wherein the one screw connection part is ~~formed by the~~ nut (8), and the other screw connection part is ~~formed by the~~ threaded spindle (4).

11. (Currently Amended): ~~Brake~~ The brake application system according to Claim 10, ~~characterized in that~~ wherein the unlockable free wheel is ~~formed~~ as includes a wrap-coil spring free wheel (74) between a cylindrical wall (100) of a non-rotatable part (26) and a sleeve (72) rotating along with the nut (8).

12. (Currently Amended): ~~Brake~~ The brake application system according to Claim 11, ~~characterized in that~~ wherein the another electric drive unit (10) of the

other screw connection part (4) contains an electric motor (12) with a gearing (14) on the an output side, whose gearing output is rotationally coupled with the ~~other screw connection part (4)~~ threaded spindle.

13. (Currently Amended): ~~Brake~~ The brake application system according to Claim 8 and 12, ~~characterized in that~~ wherein the electric motor comprises a d.c. motor (12, 114), and the gearing comprises a planetary gearing (16, 116) axially adjoining the d.c. motor (12, 114) as well as one or more gearwheel stages (18, 118) arranged behind the planetary gearing (16, 116).

14. (Currently Amended): ~~Brake~~ The brake application system according to Claim ~~13~~ 4, ~~characterized in that~~ including a clutch (52) ~~is provided which is arranged in front of the other electric drive unit (10) of the other screw connection part (4), by means of which the clutch (52), in the event of the presence of an axial force originating from a braking, the screw connection part (4) is non-rotatably coupled with the a non-rotatable part (24) and is otherwise uncoupled therefrom from the non-rotatable part.~~

15. (Currently Amended): ~~Brake~~ The brake application system according to Claim 14, ~~characterized in that~~ wherein the clutch ~~is formed by~~ includes a cone clutch (52) having at least two conical surfaces (56, 58) which can be stopped as a result of friction against one another.

16. (Currently Amended): ~~Brake~~ The brake application system according to Claim 15, ~~characterized in that~~ wherein one of the conical surfaces (56) is constructed on a housing (24) and the other conical surface (58) is constructed on a conical sleeve (36) non-rotatably connected with the other screw connection part (4).

17. (Currently Amended): ~~Brake~~ The brake application system according to Claim 16, ~~characterized in that~~ including a threaded pin (50) of the other screw connection part (4) is screwed into an internal thread constructed in a bottom of the conical sleeve (36).

18. (Currently Amended): ~~Brake~~ The brake application system according to Claim 17, ~~characterized in that~~ including a gearwheel (30) meshing with a gearing-output-side gearwheel (28) of ~~the a~~ a gearing (14) ~~is and being~~ coaxially rotatably disposed on a cylindrical projection (34) of the conical sleeve ~~(36)~~.

19. (Currently Amended): ~~Brake~~ The brake application system according to Claim 18, ~~characterized in that~~ including a sliding-slip clutch (38) ~~is arranged~~ between the other electric drive unit (10) and the other screw connection part (4), ~~which and the~~ sliding-slip clutch (38) is constructed to be slipping when stop positions have been reached and is otherwise coupling.

20. (Currently Amended): ~~Brake~~ The brake application system according to Claim 19, ~~characterized in that~~ wherein one stop position is formed by the application of the brake pads on the brake disc, and the other stop position is formed by a screwing end position, in which the other screw connection part (4) is screwed into the one screw connection part (8) to the stop, or vice-versa.

21. (Currently Amended): ~~Brake~~ The brake application system according to Claim 20, ~~characterized in that~~ wherein the sliding-slip clutch (38) is arranged between the cone clutch (52) and the other electric drive unit (10) of the other screw connection part (4).

22. (Currently Amended): ~~Brake~~ The brake application system according to Claim 21, ~~characterized in that~~ wherein the sliding-slip clutch (38) contains balls (40) pretensioned by defined spring pressure in grooves, the grooves being constructed on a face of the gearing-output-side gearwheel (28), and the balls (40) being held in bores (42) of a ring (44) non-rotatably held on the cylindrical projection (46) of the conical sleeve ~~(36)~~.

23. (New): A brake application system for vehicles, particularly rail vehicles, including:

a combined device for an emergency release of the brake and for an auxiliary release of the brake; and

the combined device is electrically actuated by a common drive unit.